

THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN

*"The
D&H"*

JUNE 1, 1931

WHITE BIRCHES
BRANT LAKE

Genius

M^{EN} give me credit for some genius. All the genius I have lies in this: When I have a subject in hand, I study it profoundly. Day and night it is before me. My mind becomes pervaded with it. Then the effort which I have made is what people are pleased to call the fruit of genius. It is the fruit of labor and thought.

—ALEXANDER HAMILTON.

"The D.H."

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

"The D.H."

Paced "Flyers" in Eighties

Toll Collector Once Raced Ahead on Foot to Warn of Trains' Approach

THE warning shriek of a locomotive whistle, heralding the approach of a passenger train at the West Troy station back in 1877, was the signal for a period of intense activity on the part of fourteen-year-old WILLIAM POWELL, Crossing Flagman and Baggage man, who was then beginning his career of nearly fifty years in the Delaware and Hudson's employ.

Grasping a red flag, he had to run over the Genesee, Union, and Utica Street crossings (now Nineteenth, Twenty-Third, and Twenty-Fourth Streets) to warn pedestrians and carriage drivers of the approach of the "iron horse." There were no crossing-gates or speeding automobiles in those days. From early morning until 11 o'clock at night, he protected every train and light engine that passed the station, substituting a lantern for his flag at night.

After he had flagged a passenger train over the crossings he had to assist in the handling of mail, baggage and express, although he was so small that the trainmen frequently had to help him load bulky luggage into the baggage car. Only one bridge crossed the Hudson River in that vicinity then, on the approximate site of the present Green Island-Troy span, for the exclusive use of pedes-

trians, bicycle riders and horse-drawn vehicles.

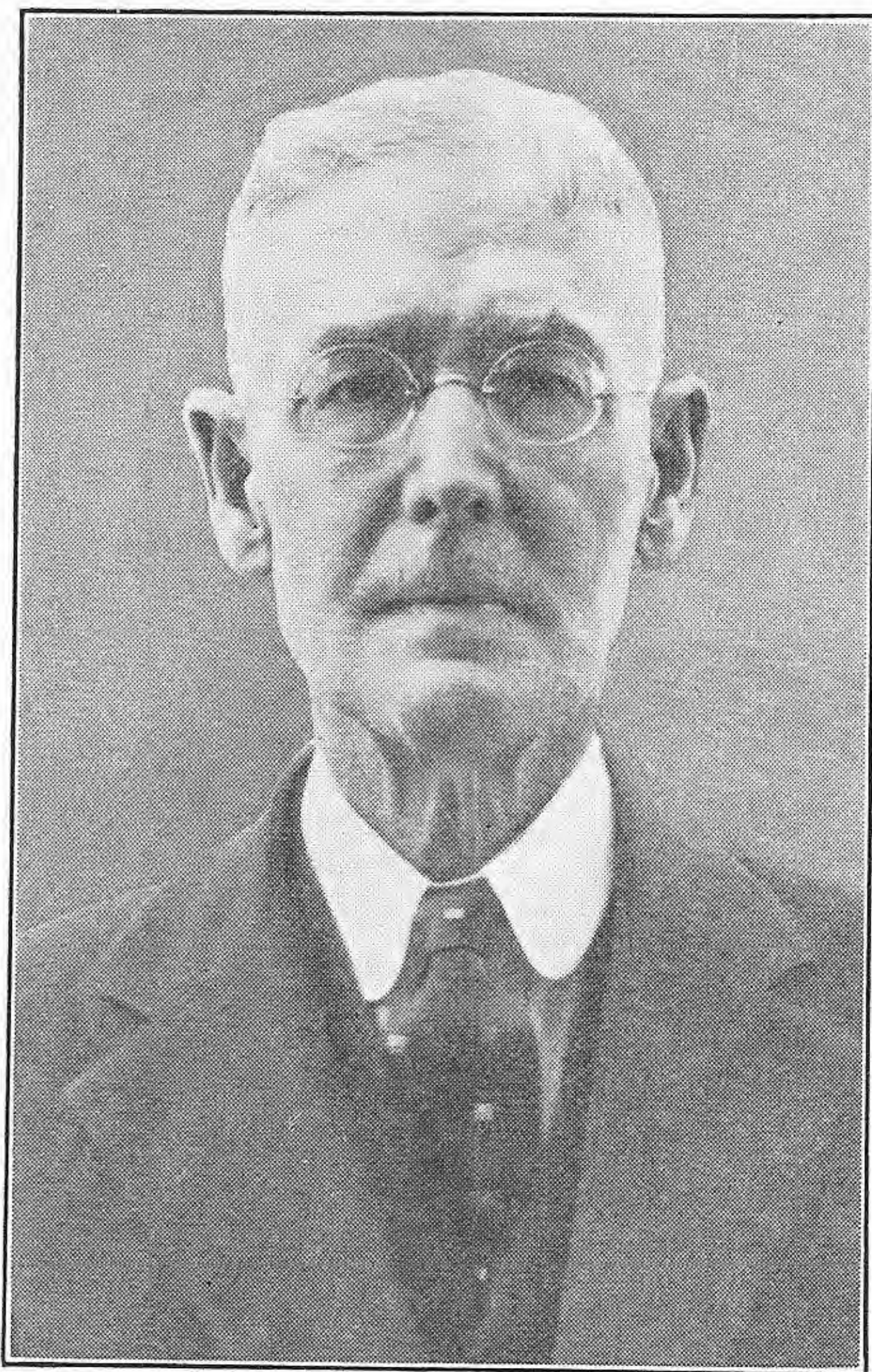
As the most direct rail route from West Troy and Green Island to Troy was via Waterford Junction, express shipments were carted over this bridge. Troy was, at that time, the "metropolis"

of the present Capital District, being a thriving industrial community. As a consequence express shipments from West Troy were of considerable volume and importance.

"Between the two jobs, I was kept pretty busy," says MR. POWELL, "for there were as many trains then as there are now. Every hour from 7 A. M. until 11 P. M. an Albany-Troy local had to be 'covered'; there were many freight and switching movements over the crossing; and, in addition, there were eight daily main line passenger trains, four in each direction. Passengers and freight for Montreal and other Canadian points were then handled by the Grand Trunk north of Rouses Point, the Delaware and Hudson's terminus.

"There were frequently extra sections of passenger trains, too, because seven wooden coaches were all that the diminutive locomotives of that day, such as the *Mohawk*, *S. M. Craver*, and *Ira Brownell* could handle."

In 1888 MR. POWELL became night switchman



WILLIAM POWELL

at what was known as the North "Wye," at Green Island Junction, the point at which trains operating to Troy leave the main line. An old "signal ball," a vertical pole with a moveable cross-arm at the top, from which lighted lanterns were hung at night, once stood at this point. When in a horizontal position, the track was lined for main line movements; a diagonal indication gave trains to and from Troy the right of way.

Because of failing eyesight, MR. POWELL was made toll collector on the Delaware and Hudson's bridge between Green Island and Watervliet, in April, 1894. The vast improvement in the lighter

modes of transportation since that time is reflected in the list of toll rates then in effect; for obvious reasons there is no mention made of automobiles, busses, motorcycles, or trucks. Among the rates were: foot passengers, two cents; single horse and wagon, ten cents; double team and wagon, thirteen cents; a stage, nineteen cents; leading horse (a man on horseback or leading a riderless horse,) eight cents; cows, pigs, and sheep in droves, a drove being five or more, one-half cent apiece.

MR. and MRS. POWELL now reside at 815 Nineteenth Street, Watervliet.

Musical Railroaders

Oneonta Roundhouse Crafts Boast Eleven-Piece Orchestra



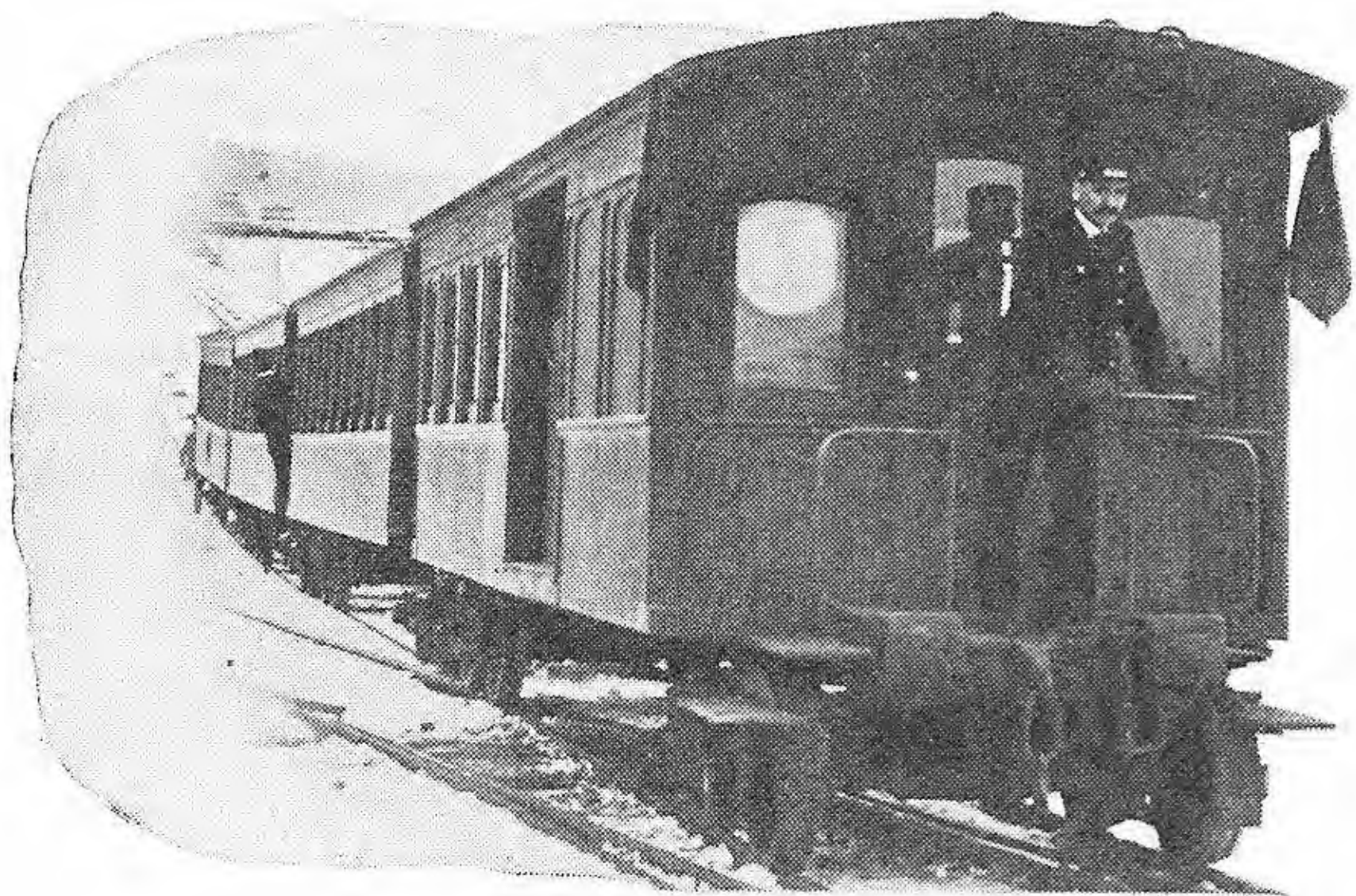
FIND a man who is doing his work exceptionally well and the chances are that he has an outside interest or hobby. It may be gardening, athletics, photography, or any one of a hundred other things you might name. Perhaps fishing would rate as high in general popularity as any diversion among our people.

A group of kindred spirits employed in various capacities at the Oneonta roundhouse saw a real need when the new Craft Hall was opened last fall and they rose to the occasion, at the same time indulging in their pet hobby, music.

With a newly surfaced dance floor available, only the music was needed to make possible a series of dances for the Craftsmen, their families and friends. So an eleven-piece orchestra developed.

At first the boys were rather ragged, but before the season closed they could put on an excellent program of dance music, displaying wonderful stamina in prolonging the popular square dances until the dancers were in a state of exhaustion.

The members of the orchestra are: (Standing, left to right) HERSCHELL CLAPPER, Leader; ALEX EIGNOR, Guitar; BRUCE SCUDDER, Bass Viol; SYDNEY MILLER, Piano; MILLARD STILLWELL, Violin; HARVEY W. BARNES, Violin; (Seated) CURTIS UPRIGHT, Traps and Drums; WILLARD GROVES, Saxophone; ROBERT CLUTE, Saxophone; WILLIAM CHAMPLIN, Cornet; FRANCIS BLACK, Saxophone; and ELMER NORTHROP, Violin.



Up Hill and Down Dale by Gravity Rail

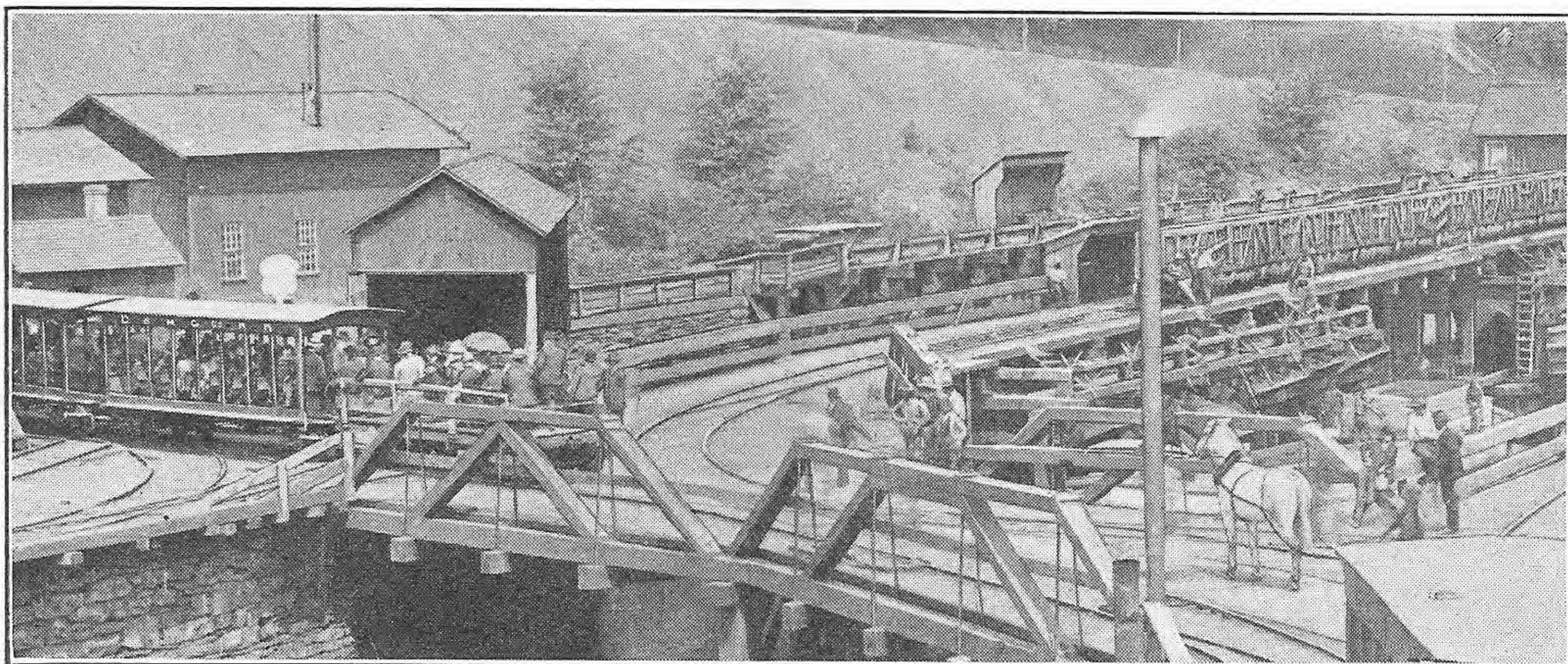
By N. H. HILLER, JR.

TO the residents of Pennsylvania, this famous old railroad may be more or less familiar in a general way; but it is almost certain that, as each generation takes the place of its predecessor, the knowledge of the work of the Delaware and Hudson Canal Company is gradually becoming more and more obscure, until that time will come when only a very few will recall any of the details of the first commercially successful railroad in America. Created a corporation by an act of the New York State Legislature in 1823, this railway became the one on which the first locomotive to run in America turned its wheels, the one which was directly responsible for the development of the enormous anthracite coal fields of Scranton and Carbondale and the one which utilized both waterways and steam for transportation over its lines.

In order to understand better the causes for the construction of the railway and canal, it would be wise to delve into the history of Northeastern

Pennsylvania during the latter part of the Eighteenth Century. There are many stories about the discovery of anthracite or hard coal, and a few of them are retold here. In regard to the finding of hard coal along the Susquehanna River, Connecticut pioneers, migrating from New England to the pioneer lands of the then totally unknown region of Pennsylvania, found outcroppings of coal along the river bank near the place where Wilkes-Barre is now located. This was in about 1762. Obadiah Gore, a pioneer settler of Wilkes-Barre, was reputed to have used hard coal in his blacksmith forge as early as 1769, and in 1775 coal was shipped from the mines to the river bank by mule and horse team, thence down the river in flatboats to Harrisburg and transferred there again into wagons to be taken to various iron foundries for the making of arms during the Revolution.

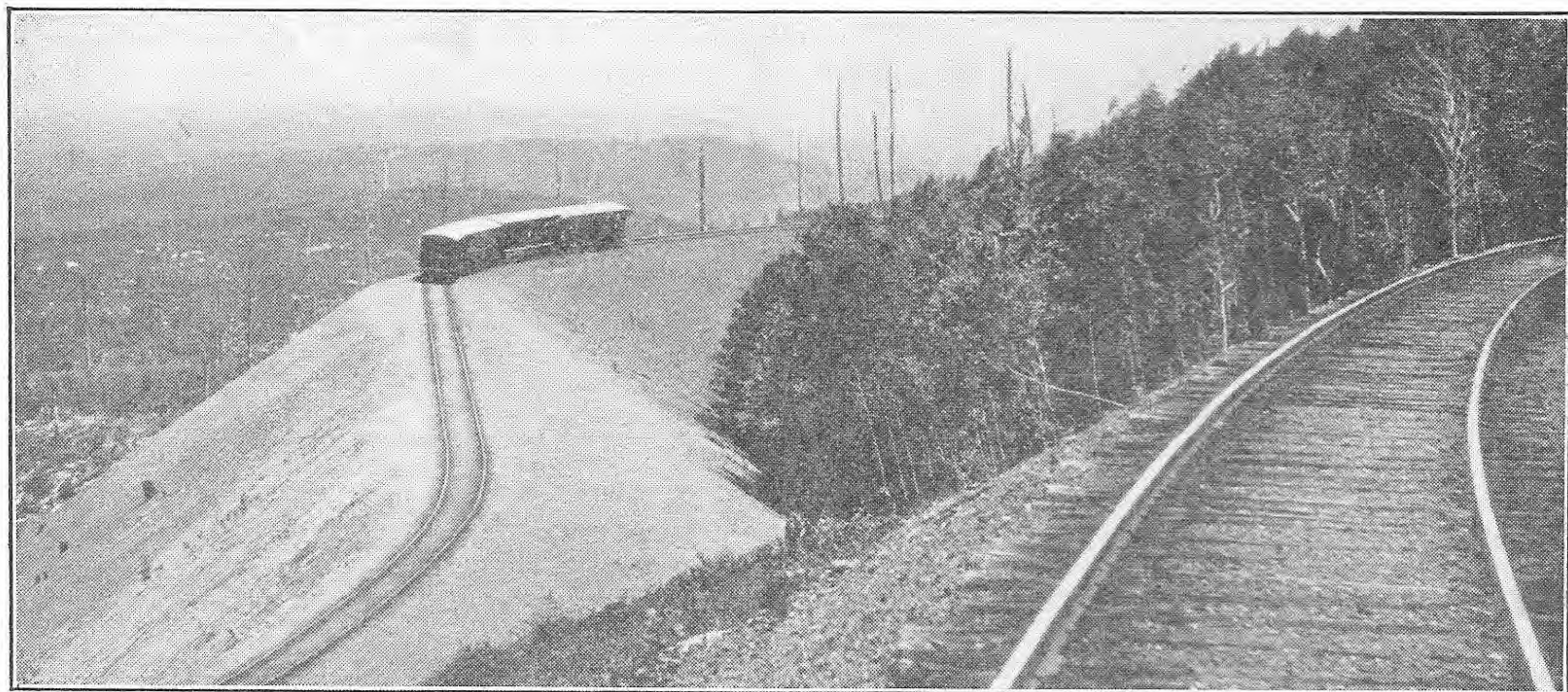
Another interesting story of the development of the coal lands in the northern end of the anthracite valley at Carbondale tells us that in 1802,



Gravity Railroad Terminal and Canal Docks, Honesdale

Captain George Rix, who lived near the present site of Waymart, persuaded some Rhode Island farmers to migrate thither and clear land for themselves. These men soon brought others and in 1810, a wheel-wright from Dutchess County, New York, settled on a farm on the outskirts of the little town. This man, Christopher Wilbur, was the first to discover the existence of hard coal in this region and he began to use it in his trade. Two

or hard wood, they had been the victims of a swindle. Colonel lowered his price to a few cents a wagonload and then, finding that none would buy, had appeared before a group of men at Wagner's Coffee House and had offered the entire quantity remaining to whoever would cart it away. One of the men answered him that the Lord had decreed that people should burn wood and English coals, and did Colonel Shoemaker expect to



Shepherd's Crook

years before this time, however, Judge Jesse Fell, a resident of Wilkes-Barre, used some "rock coal" to dampen off the fire in his grate—and discovered to his delight that it would burn in the open air without being forced and that it gave forth much heat. From then on, the use of hard coal for cooking and heating in these districts became more and more common, and newspapers gave much attention and prominence to the fact that "the bright slatelike stuff called hard coal" would burn and give off heat.

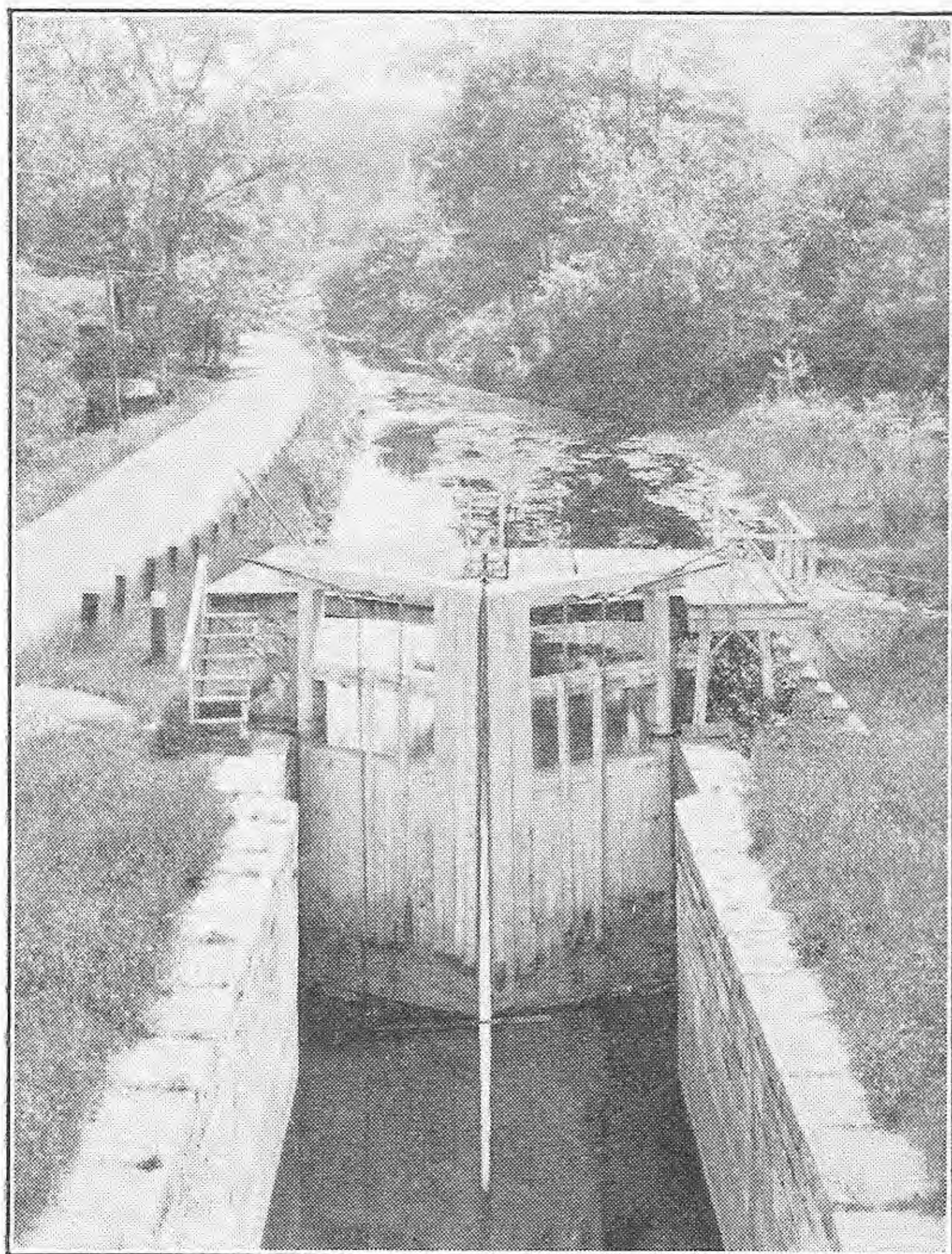
The experience of Judge Fell did not, however, restrain the angered residents of Philadelphia from driving out of their town as an imposter one Colonel George Shoemaker, a Pottsville citizen, who had brought seven wagonloads of coal from Pottsville for sale during the latter part of 1812. Colonel Shoemaker had worked hard to fill the seven wagons with coal mined on his lands and had transported them overland to help the problem of fuel shortage which confronted Philadelphia during the War of 1812. He had intended selling the coal at three dollars a ton, and had even made several sales when some of the citizens who had tried to burn the substance thought that, because it did not ignite and burn like the English soft coal

perform a miracle in making black rocks burn? When other people warned the Colonel that officers had sworn out a warrant for his arrest on the charge of defrauding the public the Colonel left town. What would happen today if a man should appear in Philadelphia and offer several wagonloads of hard coal to whoever would cart it away?

The blockade of merchant ships during the second war with England had caused much suffering in the United States. At that time, all the coal used in this country was brought from Newcastle and other English ports. But the rigors of the war made the people turn to their own resources and it was at the end of 1814 that the eastern cities felt such a shortage of fuel that men migrated into the coal regions to begin the mining of the new fuel. It must be remembered that, at that time, few people lived in the soft coal fields of the state and those resources were entirely unknown and unappreciated.

Among the men to migrate were two tailors from Philadelphia, William and Maurice Wurts. They struck off across the hills into the interior of Pennsylvania and at some time during 1816, hearing of the vast deposits in the vicinity of Carbondale, journeyed thither to see if these de-

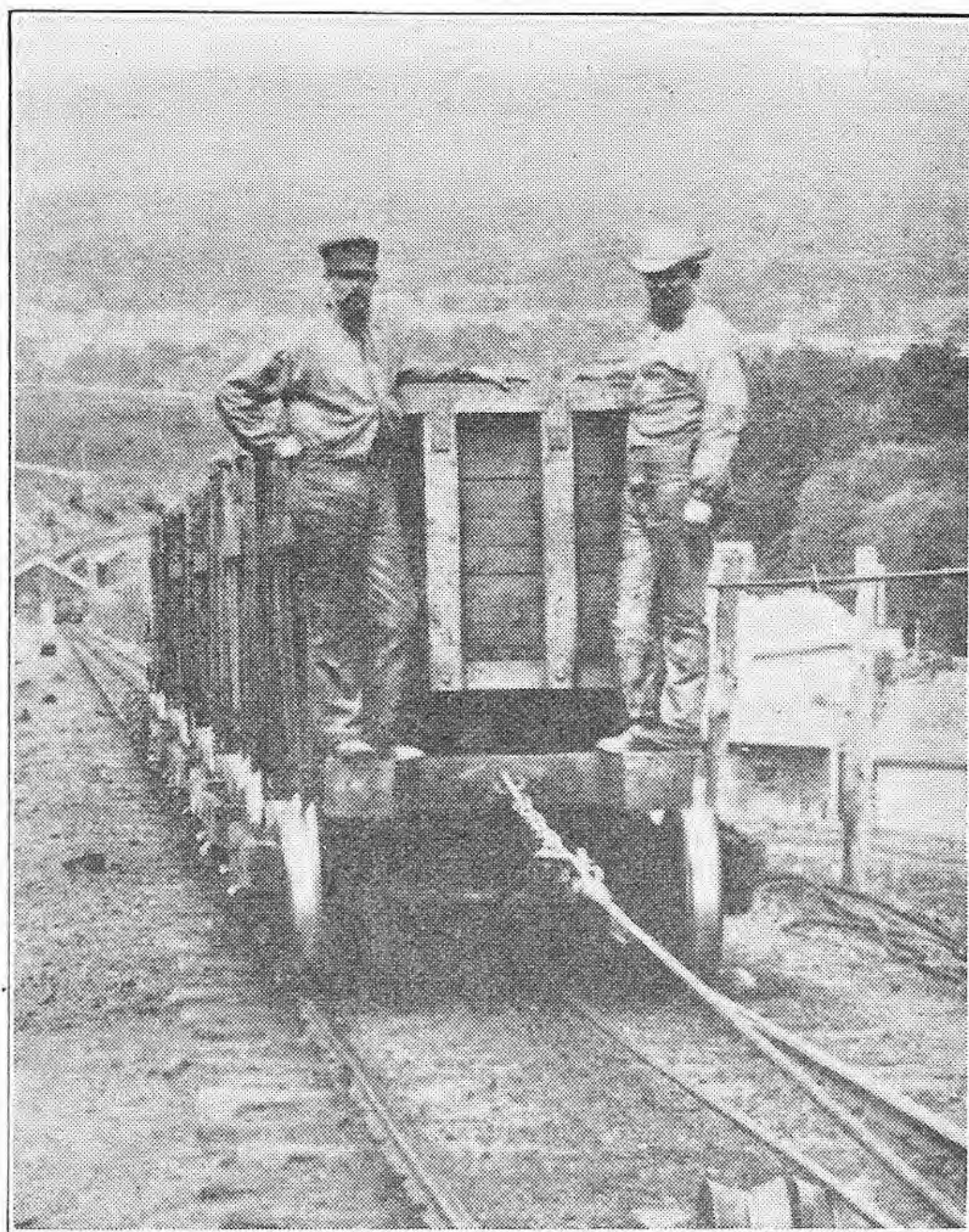
posits might be made of practical commercial value. Some coal was mined in 1816, but they were unable to bring this to any market because of the nature of the territory surrounding Carbondale, the unfriendliness of the natives and the rigors of the climate. They therefore began to make friends in the region and to locate any way by which they could transport their product to a market. Philadelphia seemed to be the most logical point to reach because of the Delaware River, which flowed some thirty miles from Carbondale to the east. During the years of 1821 and 1822, they succeeded in mining many hundreds of tons of anthracite at Carbondale and during the winters had transported it over the hills to the Delaware where, during the spring freshets, they hoped to raft it down the river to Philadelphia. But they had reckoned without the cost,



Delaware and Hudson Canal

and in the trip down the river, several of their barges and some men were lost and only a small fraction of the coal mined ever saw the market. Under these conditions, competition with the other fields such as the Lehigh and Schuylkill mines was impossible and the attempt was abandoned.

Not to be overcome by these obstacles, the Wurts brothers sought another outlet for their product



Loaded Trip Ascending Plane

and while ranging the hills east of Carbondale, discovered that New York was nearer, as the crow flies, than Philadelphia. Also, New York had no direct access to the coal fields and they felt that this was their golden opportunity. During the winter of 1822, the brothers made maps and surveyed the best possible means of outlet to this new region; and in March, 1823, they decided that by means of a waterway connecting the many streams flowing from the base of the hills east of Carbondale, and by a railroad extending over these hills, the project had a great commercial possibility. To this end, therefore, they obtained from the Pennsylvania legislature the necessary acts which permitted them to canalize the Lackawaxen River from Honesdale and armed with these plans and permissions, they sought the help of the New York financiers. The plans included the construction of a railroad from Carbondale to Honesdale over a ridge 858 feet above Carbondale on the west and 950 feet above Honesdale to the eastward; the canalizing of the Lackawaxen River from Honesdale to the Delaware and a short stretch of that river as well, and then the building of another canal from the Delaware to the Hudson.

The fact that they possessed the rights to canalize these rivers in Pennsylvania gave them some-

(Continued on page 172)

AT the annual meeting of the stockholders of The Delaware and Hudson Company, May 12th, PRESIDENT LOREE presented the report for the year 1930. The first report of operations of The Delaware and Hudson Railroad Corporation is, by coincidence, contained in the 101st Annual Report of The Delaware and Hudson Company. Items concerning the operation of the railroad property for the year 1930 have been taken from the report for the benefit of *Bulletin* readers.

NET RAILWAY OPERATING INCOME for the calendar year 1930 was \$5,790,780, a decrease of \$2,263,426, or 28.10 per cent under 1929. This decrease resulted principally from diminished traffic movement because of the general business depression. The operating ratio was 81.25 per cent in 1930, as compared with 77.82 in 1929. (This means that in 1930, 81.25 cents of every dollar received was paid out for wages, fuel, and other materials necessary to operate the railroad. From the remaining 18.75 cents it was necessary to pay taxes of nearly 4 cents, interest on the funded debt, which amounts to \$59,671,650, and to provide for depreciation and new equipment and facilities. Any balance remaining is available for dividend payments.)

FREIGHT REVENUES in 1930 amounted to \$32,759,833, a decrease of \$2,452,269, or 7 per cent under 1929. The revenue tons carried decreased 3 per cent but, owing to a decrease of 5.3 per cent in the average haul, the revenue ton miles decreased 8.18 per cent. The average loading per car of revenue freight was 27.70 tons, compared with 27.51 tons in 1929.

In view of references made to The Delaware and Hudson's position as a "bridge" line, it is interesting to find that only one-quarter of our freight traffic was carried in intermediate service, while 27 per cent originated and terminated on our lines. Nearly 35 per cent originated along Delaware and Hudson lines destined for points on other railroads, while one-eighth of the total business handled was received from connecting roads for delivery in Delaware and Hudson territory.

PASSENGER REVENUES amounted to \$2,735,346, a decrease of \$552,065, or 17 per cent under 1929. The total number of passengers carried decreased 17 per cent, although a slight increase in the length of the average journey resulted in passenger miles decreasing but 16 per cent.

OTHER REVENUES, which include mail, express, and demurrage decreased \$468,704 or 16 per cent. There was a 17 per cent decrease in express revenue due to falling off in business while

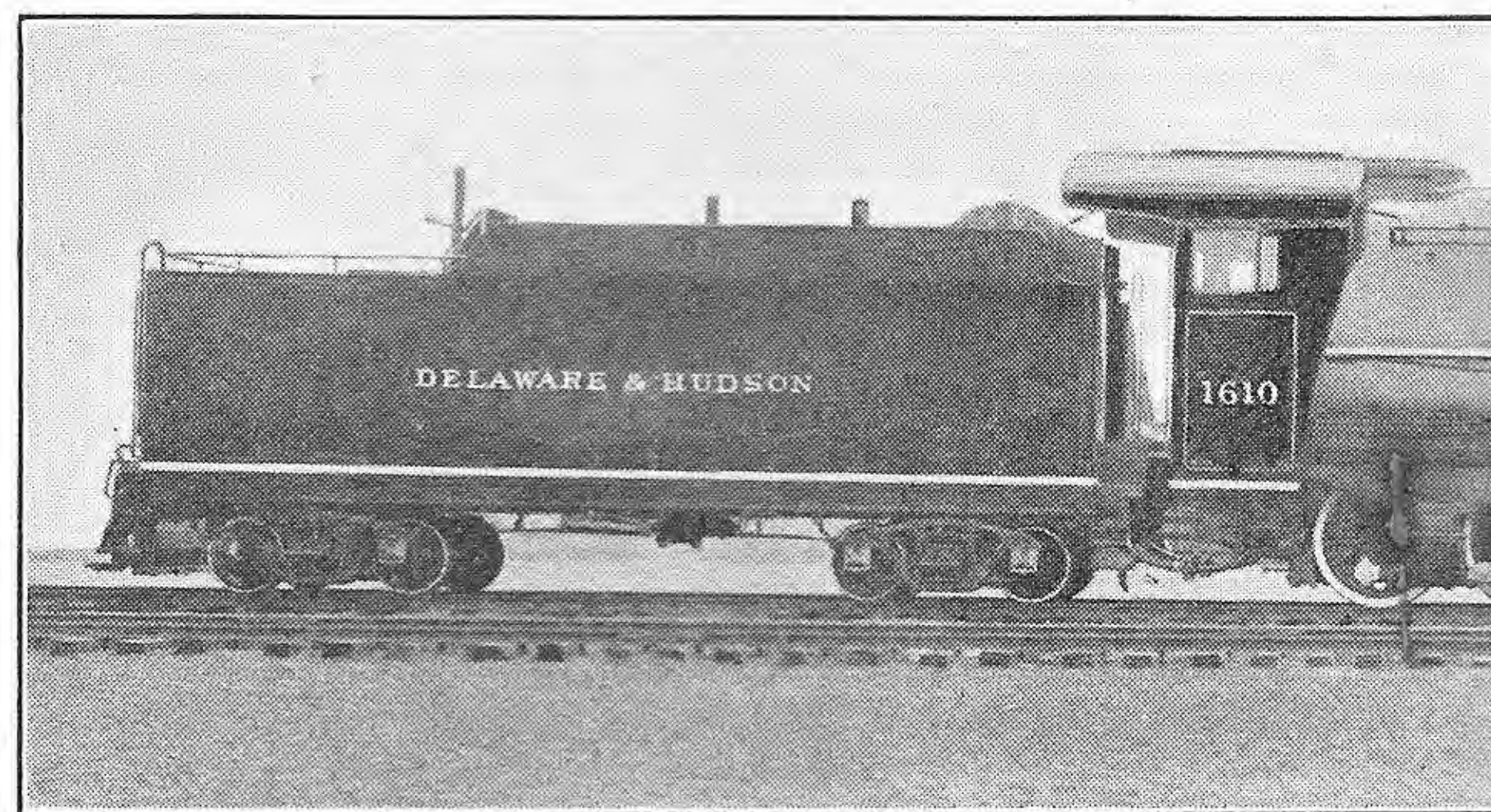
What Happened

Extracts From Delaware and Hudson's Annual Report Maintenance Work Continued

demurrage revenue dropped \$80,975 or 33 per cent, principally due to decreased number of cars of anthracite held awaiting orders on the Pennsylvania Division.

OPERATING EXPENSES during 1930 totalled \$30,831,189, a decrease of \$1,404,383 or 4 per cent under 1929.

MAINTENANCE OF WAY EXPENSES increased \$687,289 or 13 per cent over 1929, mainly on account of enlarged improvement programs in connection with bridges, culverts, and grade crossings. The cost of ordinary maintenance work charged to



"One Passenger and Five Freight"

expenses in 1930 was slightly less than in 1929.

MAINTENANCE OF EQUIPMENT EXPENSES decreased \$703,316, or 7 per cent below 1929. As a result of the equipment conversion and rebuilding programs of previous years, it was possible to handle the reduced volume of business in 1930 at reduced expenditures for maintenance without sacrificing the condition of the equipment.

TRAFFIC EXPENSES increased \$16,696, chiefly because of the establishment, in June, 1929, of a traffic solicitation office in Cleveland, Ohio.

TRANSPORTATION EXPENSES decreased \$1,278,936 or 8.66 per cent, which is consistent with a decrease of 8.18 per cent in revenue ton miles of freight handled. The average tons per train increased from 910 to 918.

TAXES during 1930 absorbed \$1,459,555, an increase of \$324,055 over 1929. For every dollar of

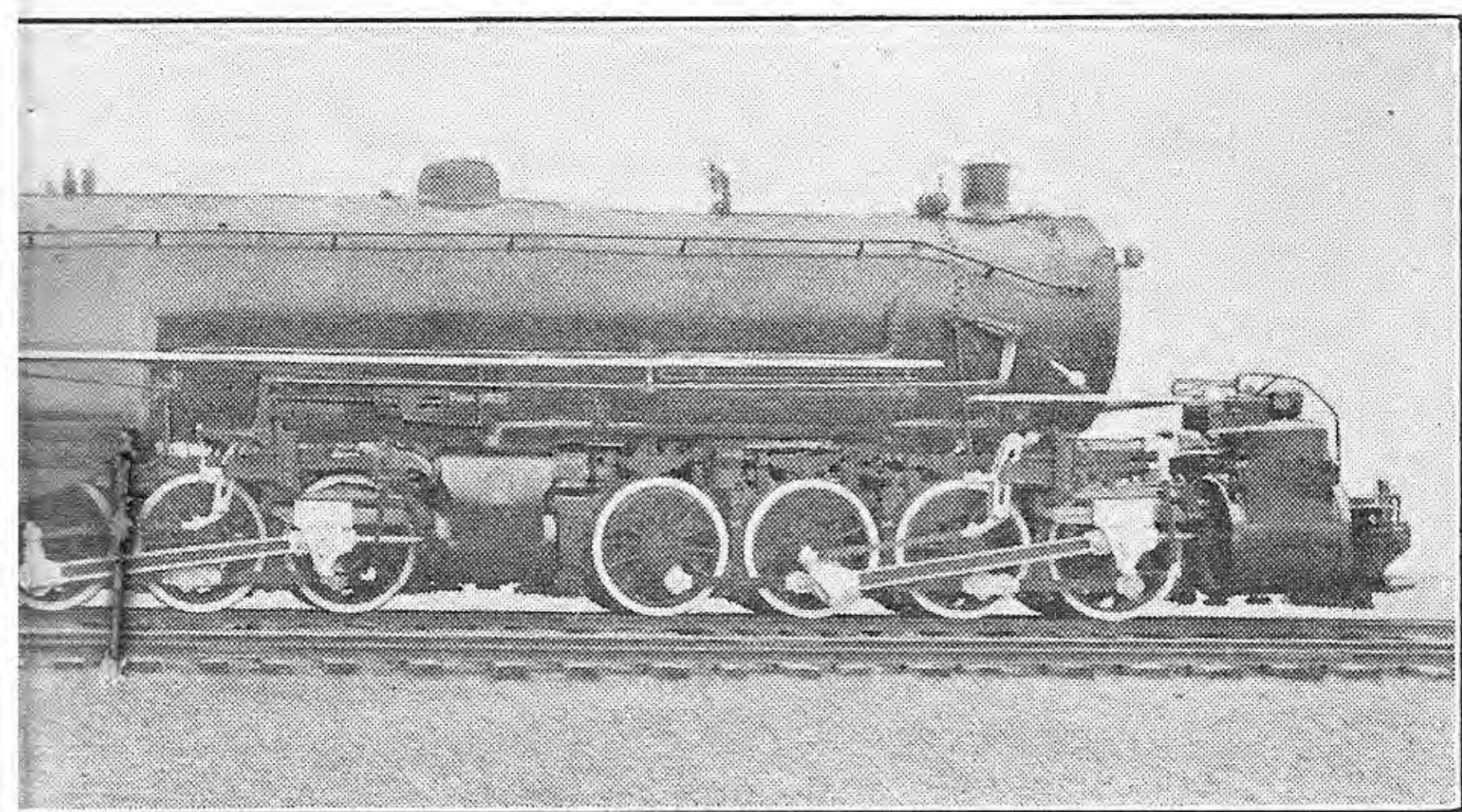
ned in 1930

Annual Report Show Decreased Income, and New Industries Attracted

revenue earned during the year, over three and three-quarters cents were used to pay taxes.

ROAD AND EQUIPMENT additions and improvements amounting to \$3,347,759 were made during 1930. Property carried on the books at \$1,535,691 was abandoned. The result was a net increase in the road and equipment account of \$1,812,068.

Lands were acquired at Mechanicville, Albany, Delanson, Carbondale, Fort Edward, and Hudson for future development; at Comstock for a stone quarry; at Sidney for elimination of curves; at



ght Locomotives Were Built "

Delmar for yard purposes; and at Ararat and Binghamton for elimination of encroachments.

Construction of a new bridge and realignment of tracks at Sidney, started in 1930, was about 84 per cent completed. The work of rebuilding bridge W-131.48 at Shushan, which was begun in 1929, was completed and several other bridges and culverts were straightened to accommodate the heavier equipment now being used.

Rail of 130-pound section and corresponding track material has been adopted as standard for use in main tracks instead of 90-pound rail and corresponding material, and during the year about 23 miles of track were relaid according to the higher standard.

Three electric switch machines, with necessary signals, were installed at Alplaus, thereby elimina-

ing the mechanical interlocking plant at Glenville Junction.

Four signal towers on the Nineveh Branch were replaced with a system of centralized control by which all the switches and signals formerly operated from the towers are now controlled by a device located in the station at Windsor.

By the construction of 4,707 feet of track, together with necessary signal apparatus, the sidings known as Swift's and Shea's were connected to provide a running track of approximately five miles in length extending from Bevier Street, Binghamton, to Mile Post, A-137.77.

A new freight terminal, including freight house, necessary tracks, loading platforms, and paved driveways, was constructed at Wyoming Avenue, Scranton.

In order to utilize the land under Island Creek, at Albany, which was acquired from the State of New York in 1929, a sewer has been built to provide an outlet for sewage and the creek has been filled with material from dredging operations in the Hudson River.

About eight miles of the main tracks between Fort Edward and Whitehall, and two miles of the main track and the running tracks at Valcour were ballasted with broken rock.

In compliance with orders of the Public Service Commission of the State of New York, considerable progress was made in the elimination of grade crossings. Construction of connecting highways to eliminate crossings at Round Lake, Rouses Point and Saratoga was completed during the year, and one at Cooperville was started. Over or under passes at Howe's Cave, Round Lake and Comstock were completed; work is in progress on overcrossings at Cooperville, Glens Falls and Port Henry. Four important crossings between Delanson and Kelleys were eliminated by the abandonment of the old northbound main track on the right-of-way of the southbound main track. The grade crossing elimination at Almond Street, Avoca, ordered by the Public Service Commission of Pennsylvania, in 1927, was completed.

One passenger and five freight locomotives were built and one locomotive was purchased during the year. Two locomotives were converted from consolidation to switcher type. One freight locomotive was sold and twelve obsolete locomotives, including four passenger, six freight, one passenger or freight, and one switching locomotive, were dismantled during the year.

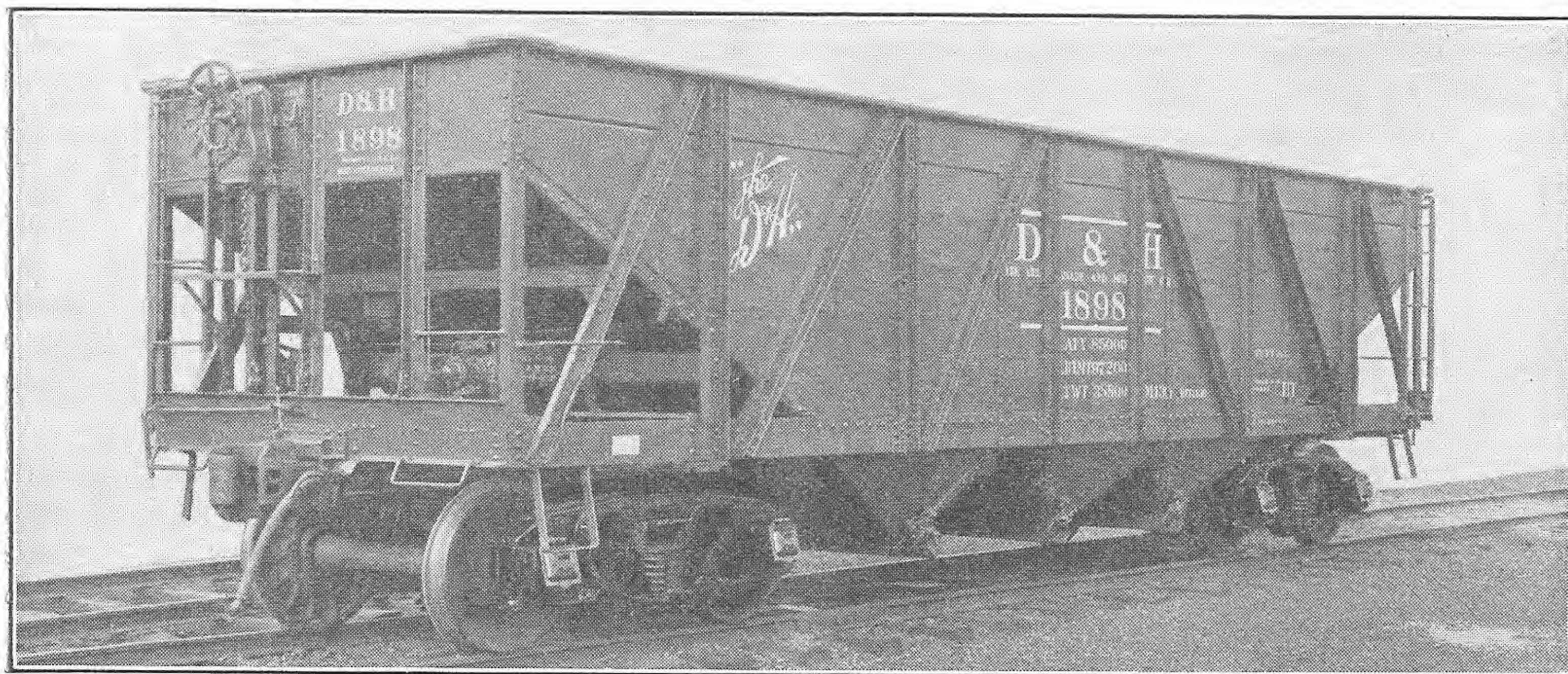
In continuance of the program of modernizing the freight equipment, there were built during the

year, in the Oneonta shop, six hundred three-hopper type coal cars to replace the same number of twin-hopper cars retired. Seven hundred and thirty-nine freight cars, including the six hundred twin-hopper cars, were dismantled or destroyed during the year, and seven were transferred to work service. Thirteen automobile cars were converted into box cars and two cabooses were sold.

During the year two all-steel combination mail and baggage cars were purchased. Five coaches, six baggage cars, and four milk cars were reconditioned and seven combination mail and baggage cars were converted to full baggage cars. Two passenger coaches and four baggage cars were transferred to work service.

employees and their beneficiaries totalled \$415,221, divided as follows:

163	Death claims	\$277,156
892	Health claims	93,436
117	Accident claims	9,404
15	Accidental Death and Dismemberment claims	21,600
9	Total and Permanent Disability claims	10,501
39	Unemployment claims	3,124
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1235		\$415,221



One of the New 3-Hopper Cars

One locomotive crane was purchased during the year and twenty-two units of work equipment were retired.

INDUSTRIAL DEPARTMENT activities resulted in the location of 68 new industrial plants along our lines in 1930. In addition, eighteen extensions were made to plants already established. Thirteen new side-tracks were constructed and four were extended.

PENSIONS were being received by 303 retired employees on December 31, 1930.

GROUP INSURANCE, providing comprehensive protection to employees and their families against losses by death, illness, accident, and unemployment, has been continued. During the year 1930, the ninth in which the plan has been in operation, premium payments amounting to \$159,547 were contributed by the company. The payments to

Pension and incapacitated payroll payments and contributions to the Group Insurance Plan, including unemployment allowances, amounted to \$350,187. Employees' contributions to the Group Insurance Plan were \$320,754. At the close of the year 11,663 employees were protected by Group Insurance to the extent of \$19,073,750, an average of \$1,635 each.

A certain New York restaurant man may be given credit for a rather novel window display. This man didn't have much money for advertising, so he bought the biggest fish globe he could get hold of, filled it with water, and put it in the window with this sign:

"Filled with invisible goldfish from Argentina." It took 17 policemen to handle the crowd.

Mixing Concrete

For Home Improvement



Concrete is Placed, Not Poured

HOME owners know the value of concrete for ornamental purposes as is testified by its almost universal use, but occasionally the man who attempts to beautify his property by his own effort is disappointed when he does not get the same results as his neighbor who purchased his concrete lawn bench or flower pot or hired a contractor to put in his sidewalk, driveway or porch piers.

There is nothing mysterious about the preparation of concrete, but it does require the following of a few simple rules worked out in the laboratories. The sand and pebbles or broken stone which go with Portland cement and water to make concrete are usually referred to as "aggregate." The sand is called fine aggregate and includes all particles from very fine (excluding dust) to that which will pass through a $\frac{1}{4}$ inch mesh. The particles should vary in size. This will produce a denser and more waterproof material. Above all it should be clean, hard, and free from dust, loam, clay or vegetable matter.

The coarse aggregate (pebbles or crushed stone) should range from $\frac{1}{4}$ to 2 inches in size. The maximum is governed by the nature of the work. In thin slabs the largest pieces should never be more than one-third the thickness of the section being placed. This material should meet all the cleanliness requirements of sand. Do not use bank run gravel.

Only water that is fit to drink is suitable. Concrete is not "poured;" it is placed. Good concrete is too thick to pour. Some of the worst failures in concrete work have been due to this misnomer. The secret of success is a workable mixture about the consistency of jelly, which contains not more than 6 to 7 gallons of water to each sack of cement. Never use so much water that the mixture is soupy.

Some work requires denser concrete than others so it is a good plan to vary the mixture for the job. When speaking of a mixture, the measurement is always by volume thus a 1:2:3: mixture means one sack (a cubic foot) of cement to 2 cubic feet of sand and 3 cubic feet of pebbles or crushed stone. The following table shows the usual proportions recommended for several classes of construction.

TABLE OF RECOMMENDED MIXTURES AND MAXIMUM AGGREGATE SIZES

Mixture	Max. Size Aggregate
1:2:3: One-course walks, porch and basement floors, pavements and steps	1½ in.
Fence posts, clothes line posts, gate posts, benches.....	¾ in.
Sills and lintels without mortar surface	¾ in.
Wells, cisterns and septic tanks..	1 in.
1:2:4: Concrete work in general.....	1½ in.
Coal bins and similar structures..	1½ in.
Walls of pits or basements.....	1½ in.
Base of two-course floor or pavement	2 in.
1:2 Wearing course of two-course walks, floors and pavements.....	¼ in.
Flower boxes	¼ in.

For hand mixing a water tight platform should be provided. A measured quantity of sand is

spread evenly on the platform. On this the required amount of cement is dumped and spread evenly. The cement and sand are then turned over thoroughly with square pointed shovels until all gray streaks have disappeared. The required quantity of pebbles is then placed on top and the shoveling is resumed until all are thoroughly mixed. When this is done the material is shoveled into a pile and a hole made in the center into which the water is poured slowly. The whole is shoveled all the while to obtain uniform wetness.

The concrete should then be placed as soon as possible. When placed in forms it should be tamped and spaded to cause it to settle thoroughly. The surface of a floor or walk should be finished with a wood float. A metal trowel should be used sparingly if at all, for it tends to bring a film of cement to the surface. This film lacks the wearing qualities of cement and sand combined and is likely to develop hair cracks.

If concrete is exposed to the sun and wind before it has hardened properly much of the necessary water will evaporate. Floors, walks, etc., can be protected by covering with moist earth or straw. During summer this covering should be kept moist for ten days or so.

Up Hill and Down Dale

(Continued from page 167)

thing with which to approach the New York financial interests, who gave them support enough to enable them to receive a charter from the New York State legislature to establish the Delaware and Hudson Canal Company in 1823. That same year, Benjamin Wright, who had been chief engineer of the Erie Canal, was engaged to survey the proposed system and to make an estimate of the cost. Originally, this cost was put at \$1,300,000 and was based on essentially the same plans as those of the Wurts brothers. Further legislation by the state of Pennsylvania authorized the holdings of the Wurts brothers to be acquired by the Delaware and Hudson Canal Company and from this time on, we lose all track of the men whose enterprise had founded such a great business. In 1825 subscription books were opened in New York for the sale of stock and a capital stock of \$1,500,000 was easily over-subscribed. Early in March of that year, the first board of managers met in the Tontine Coffee House in New York where the board of directors, consisting of thirteen men, was elected. A few days later, Philip Hone was

elected the first president, with John Bolton, treasurer.

The fact that Philip Hone, of old lineage and much respected in both financial and social circles, had been chosen president of the new company, gave it much prestige, and business prospered. In order to give the new company a New York office, \$500,000 of the capital stock was utilized in establishing a banking institution with offices at 13 Wall Street. This bank was maintained until the expiration of its charter in 1844, and it is of note now because it was erected on that ground just east of Nassau Street on Wall Street, opposite to the present site of the J. P. Morgan building and on the ground of the present sub-treasury.

During 1826, it became apparent that the original estimate of Mr. Wright was insufficient and the legislature granted a further issue of \$500,000 and in 1829, another issue of \$300,000, both loans paying interest at five per cent. These loans were easily paid on their maturities in 1848 and 1850.

The canal which was constructed from the Hudson River to Honesdale remained the same during the entire operation of the system. It was begun in April, 1827, and was completed over its 108 miles of length in the late autumn of 1828. Honesdale was at an altitude of 985 feet above the sea, and the canal from here went through Hawley to Lackawaxen on the Delaware River and then utilized this river to Port Jervis, where it branched off again to the eastward through Ellenville to Rondout, near Kingston, on the Hudson River. It was described by a contemporary writer as being "from thirty-two to thirty-six feet in width at the water line and of a depth of four feet. The locks by which the level of the water is changed are seventy-five feet in length and nine feet wide in order to contain the canal boats which hold about thirty tons of coal." In later times the canal was slightly enlarged to carry canal boats holding some hundred tons of coal each.

Traffic on the canal was not entirely restricted to the carrying of coal alone. As early as 1830, records show that it transported merchandise, cement, lumber, cordwood and other miscellaneous articles not only for commercial uses but also for use of the farmers through whose territory the canal passed. Passenger traffic was begun almost immediately, and advertisements in newspapers of the day show that passengers might go from Honesdale to Kingston or vice versa three times a week at a tariff rate of \$4.00 for the trip or at five cents a mile for any fraction.

(To be continued)

Poison Ivy

IT is a subtle nuisance and frequent cause of disability. Know it and avoid it. Ivy and similar poisonous plants are tricky, creeping and hidden enemies of out-door workmen and picnickers.



Recognize poison ivy by its long stem, bearing pointed leaves in clusters of three. Early in the season it may bear small greenish-white flowers and later on, small berries. It is often a climbing vine or it may be a low bush plant. Its leaves are the first to turn red in the fall.

Every part of the plant is poisonous for some, even the dry stem from last year's trimming. Don't bank on your immunity, it might fool you.

The danger of ivy poisoning is greater on dry and windy days when the pollen is blown about than when the air is still and moist. When the skin is moist from perspiration, the danger is very real.

Ivy poisoning causes an itching of the skin, usually of the hands, followed by a burning rash. Within a few hours, the skin becomes red and the part swollen. Then small blisters appear and these unite into larger and painful ones. The poison is frequently transferred from the hands to the face and neck and elsewhere by rubbing.

If any irritation of the hands or face or neck follows exposure to poison ivy, wash these exposed surfaces just as soon as possible and for five minutes with hot water and a strong laundry or other cleansing soap making a good lather. Do this four or five times at hourly intervals. Don't scrub with a brush or other rough material because that alone will make matters worse.

After venturing in a poison ivy area remove the outer clothing, especially gloves and shoes, carefully and immediately wash the hands and face as outlined, and always before eating—*Telephone Topics*.

Man's Kingdom

MAN'S home is his castle" has often been said,
But that is as far as it goes;
The rest of the story depends on the man
And the kindness and love that he shows.

His home is his kingdom and he is the king,
His wife is his queen and she shares
The woes of his subjects—the children they love—
His joys and his sorrows and cares.

He rules o'er his kingdom, the kingdom of Love,
As a true king of Love only can.
He is loved and respected by old and by young
And his comrades all call him a man.

If he isn't a king he's a tyrant who rules
In a kingdom of Sadness and Fear.
His queen and his subjects will tremble, afraid
Of his frown and his scowl and his sneer.

His castle is gloomy, of friends he has none,
His queen and his subjects are sad.
Instead of respected he's left quite alone,
His associates call him a cad.

*** *** ***

A kingdom of Love is better by far
Than a kingdom of sadness and fear.
It is finer to rule in the sunshine of Love
Than the gloom of a scowl and a sneer.

"Man's home is his castle," has often been said
But that is as far as it goes;
The rest of the story depends on the man
And the kindness and love that he shows.

—CHUCK.

Comedian: "Poor old Harry got the bird properly last night. They hissed him right off the stage. Then I came on. The audience quieted down and listened to my first number with every attention. Then, just as I was giving 'em my patter, blowed if they didn't start hissing old Harry again."

The

Delaware and Hudson Railroad CORPORATION

BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 11

June 1, 1931

No. 11

Something for Nothing

PERPETUAL motion" is the name given to that will-o-the-wisp which has led many an inventor a merry chase in his fruitless attempts to defy the laws of nature. It is a fundamental law of mechanics that you can get out of a theoretically perfect machine only as much work as you put into it, and no more.

"Something for nothing" is what the underlying idea of perpetual motion machines amounts to, and it is just as impossible of attainment mechanically as it is economically or otherwise.

During the past ten years many persons have been carried onward and upward, just as the fish in the freshet-swollen streams are born along with the tide or current. Then the waters subside and they are stranded in the ever diminishing pools, which in time dry up completely. Despite their futile struggles they finally cease to exist.

What of the men and women who have sailed along so easily on the flood-tide of prosperity? Many are now figuring how they can "beat the game," that is, get more money for doing less work. This was one of the ideas advanced to relieve unemployment and end the depression. Nothing could be more fallacious.

It is our productive capacity that makes us valuable in this world. The reason a moving-picture star is worth more than an organ-grinder is that he can produce amusement for more people in a given time, with the help of the picture theatres. "Babe" Ruth is worth \$75,000 a year because he

can produce the home-runs that delight his followers.

Narrowing it down to ourselves; we are worth what we are getting and no more, (regardless of what we may think about it) for if we were worth more we would be getting it. Even though our employer failed to recognize it, some outsider would be bound to offer sufficient inducement to prove our greater worth.

Having gotten the idea into our heads that we are *not* worth more than we are being paid, let's carry it a step further and wonder if we are earning all we get—and, if not, how long we may hope to last on the job. The next step is to figure how we can be sure we have "earned our keep"—have done just a little more than we have been paid for. The rest will take care of itself.

There is no such thing as "perpetual motion" and "something for nothing" is rarely attainable. In the long run all men are rewarded in proportion to what they accomplish.

What is the Law?

IGNORANCE of the law is no excuse. Yet many of us will gaily ride away in the family "flivver" for trips into other than our home states with little or no idea of their legal requirements.

Until such time as uniform motor vehicle laws are passed in the various states the tourist must "watch his step." For example, whereas the smoker may carelessly discard his lighted cigarette butts along the highway in New York or Vermont, there are at least seven states in which severe penalties are provided for this act. The maximum driving speed in New York and Pennsylvania is 40 miles per hour, whereas the Massachusetts limit is 20, with a further reduction to 12 in residential or business districts.

Pennsylvania and 16 other states require automobiles to stop before crossing railroad tracks, although New York and Vermont do not. In 14 states headlights must be dimmed when meeting another car; in others they must *not* be dimmed. These are but a few of the points brought out in a summary of motor vehicle regulations prepared by the Albert Russel Erskine Bureau for Street Traffic Research, Harvard University.

In many cases the visiting motorist receives consideration, sometimes more than is his due, in the event of unwitting infractions of the law. Many small communities are, however, all too ready to take advantage of the unfortunate stranger within their gates, so it's best to check up before making your vacation trip.

Clicks from the Rails

Railroader 80 Years

Death recently closed the career of one of the most remarkable characters in the history of railroading. Albert Stone, who had a record of eighty years' service with the New York Central, was the last of the clerks who worked for Commodore Vanderbilt, and had already completed sixteen years with the Central when Chauncey M. Depew was employed in 1886. Mr. Stone was pensioned in 1910, at the age of 75, but after a short retirement he asked to be put back to work. His request was granted and he continued to perform his duties in the Auditing Department's office, until his death, in April, at the age of 95.

* * *

Layette Service

The mother of a two and one-half-year-old baby, traveling on a Northern Pacific train, recently awoke in a Pullman to discover that she had forgotten the child's wardrobe. The conductor wired ahead to Missoula, Mont., where a young woman employee was hastily dispatched on a shopping tour to procure the necessary baby clothes which were delivered to the anxious mother when the train reached that point.

* * *

Rail Gauges

The railways of the Argentine Republic are unique in the variation of gauges, the range being from 5 ft. 6 in. on most of the main lines, to 0.6 meter (1.98 ft.) on some of the branches with 1.435 meters (4.71 ft.), 1 meter (3.28 ft.), and 4 ft. 8½ in. between. The only rival in this respect is Australia, where the range of gauges includes 5 ft. 3 in., 4 ft. 8½ in., 3 ft. 6 in., 2 ft., and 1 meter. Other unusually broad-gauge track is in Spain, 1.67 meters (5.5 ft.), and in the U. S. S. R., where the standard gauge is 5 ft.—*Railway Age*.

"Rainy Day Railroad"

The Kushequa Line, popularly known as Kane's (Pa.) rainy day railroad, recently purchased by the Baltimore and Ohio, held a unique position among the world's railroads—its trains ran in wet weather exclusively. This restriction was placed upon it because its trackage extended through a thickly grown forest region, and it was feared that sparks from the locomotives might cause destructive fires.

* * *

Caught Train by Plane

Three passengers have recently resorted to airplanes to catch the Illinois Central's *Panama Limited* at Grenada, Miss. As an example of the circumstances, a man stepped from the train to purchase a newspaper at Jackson, Miss., and the train pulled out without him. Unable to overtake the limited in a taxi, he enlisted the services of Lieut. R. H. Ranney, manager of the Jackson airport, who landed him in Grenada twenty minutes before *The Panama* was due. Agent E. M. Sherwood met the passenger at the airport with an automobile and rushed him to the depot in time to re-board the train.

Fire Fighting on Line

Four fire trains, 50 cars equipped with water tanks, 93 locomotives with fire fighting apparatus, a fire tug, and numerous motor car patrols, are but a part of the Southern Pacific's elaborate provisions for fighting forest fires along its lines. Throughout the summer motor cars, carrying light fire extinguishing apparatus, patrol the railroad which extends through seven states. Fire trains, the locomotives of which are equipped with an inspirator and 100 feet of two-inch rubber-lined hose, are stationed at advantageous points for immediate service when an alarm is sent in.

* * *

Puzzling Robbery

Even Sherlock Holmes and Philo Vance would probably have been baffled by the robbery which recently occurred at Mineola, Long Island. A thief entered a crossing watchman's shanty and walked out with a red-hot stove, together with the blazing coal that it contained, and vanished as though the earth had swallowed him up. To date all attempts to develop how the unknown robber accomplished the feat have been futile.

Nearly 50 Years Old

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<p>PASS</p>		<p>N. V. Anderson</p>		<p>EMPLOYEES</p>
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<p>From</p>		<p>Aug 1st 1882 to Sept 1st 1882</p>		<p>General Manager.</p>
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Property of W. V. ANDERSON, Assistant Engineer, Albany.

Four Men

*It chanced upon a winter's night,
safe sheltered from the weather,
The board was spread for only one,
yet four men dined together.
There sat the man I meant to be
in glory spurred and booted,
And close beside him to the right,
the man I am reputed.
The man I think myself to be,
a seat was occupying
Hard by the man I really am,
who to hold his own was trying.
And, though beneath one roof we met,
None called his fellow brother;
No sign of recognition passed—
They knew not one another!*

—AUTHOR UNKNOWN.